Big Bull Who Has Become a Bear Says That Government Crop Estimates Have Been Wrong Before-Bears Badly squeezed in Trades of 1.700.000 Bales.

Yesterday proved another very big day of trading on the New York Cotton Exchange, though the total of the sales was less than on Thursday, when the announcement of the short crop return of the Department of Agriculture sent prices boomng. The sales were estimated at 1,700,000 bales, against Thursday's total of 2,000,000

New high record figures for this season of the year were reached by the various monthly deliveries, with March, the most active month, touching 12.73 cents a pound and closing at 12.60 cents, compared with 12.53 cents, Thursday's close.

The response, prior to the local opening, of the cotton market in Liverpool to the showing of the Government crop report was very bullish, and when the local market started there was a turbulent scene. Buy-ing orders came in big blocks of 1,000 bales and upward, and there was further squeez-

ing of the bears.

In the last few days the bears have received one of the worst drubbings in the history of the Cotton Exchange. Their losses are figured to have been enormous, while the profits of the bulls have been consultative great. Spot cotton during the day equally great. Spot cotton during the day was marked up 20 points, with middling uplands quoted at 12.65 cents a pound. Discussion continued active regarding

the Government showing of a crop of only 9,962,039 bales. Theodore H. Price, who bulled cotton several months ago under 10 cents a pound and then turned bear on the market, came out with this state-

ment:
So far as the Government estimate of the cotton crop is concerned, I do not regard it as conclusive. For thirty-three years it has averaged 8.4 per cent under the actual crop. In 1901-02 the Government estimate was 9.674,000 bules, while actual returns were 10,701,000. Advices from the South say good weather has added largely to the yield. I believe the crop will be considerably in excess of the world's requirements. MILLS TO CURTAIL PRODUCTION AND REDUCE

WAGES. Boston, Dec. 4.—Business men interested in cotton are agreed that the present situa-tion is extremely unpleasant. n is extremely unpleasant.

The situation is very serious, and the

outlook offers no encouragement," said Arnold B. Sanford, president of the Ameri-can Cotton Yarn Exchange, to-day. "I cannot see anything but a general curtail-ment. The conditions confronting the in-

ment. The conditions confronting the industry are the worst in many years. The mills will not manufacture at a loss. They must, therefore, curtail production and reduce wages. This will result, undoubtedly, in great suffering."

ProvIDENCE, R. I. Dec. 4.—A general curtailment in New England cotton mills appears inevitable this winter. A number of local treasurers and agents with whom the immediate future of the industry was discussed this morning were inclined to take a decidedly gloomy view. In fact, with the exception of one well known agent, the opinion was unanimous that a general the opinion was unanimous that a general curtailment of production would occur as a matter of necessity.

FOREIGN COTTON MARKET STIR. Prices Go Up 40 Points-United States Crop Report Questioned.

Special Cable Despatches to THE SUN. LIVERPOOL, Dec. 4 .- The cotton market opened this morning in an excited condiion. Prices went up 40 points. The advance was maintained all day, but

the business done was on a limited scale. MANCHESTER, Dec. 4 .- Experienced men say that they cannot understand the estimate of the cotton crop made by the American Department of Agriculture. Others declare that this is not the first time that the official figures have been below the actual ones. Still others assert that the figures are incorrect.

There is no mistake in regard to the influence their publication has had on the market. Everything is in an unsettled condition. Neither spinners nor manufacturers know what prices to quote. The position of the market is regarded as heartbreaking.

LONDON, Dec. 4.—Commenting on the cotton report of the American Department of Agriculture, the Pall Mall Gazette says: "We would not risk a brass farthing on the Washington bureau's estimates. It would not surprise us to find that the figures are anything up to a million bales out of the way. Though we do not suppose it has been 'got at' we do not believe that there is any justification for the extraordinarily bullish report just issued.

"It has gone wildly wrong before. We think the Lancashire consumers will make great mistake if they play into the hands of the American manipulators by purchasing beyond their immediate requirements while the gamble lasts. There will be a very pretty collapse one of these fair days."

LONDON. Dec. 5 .- The newspapers here regard the cotton situation as being very serious and as threatening an industrial crisis in Lancashire.

There is much severe criticism of the gamblers who are imperilling a gigantic industry and the wage earners employed

There is some doubt of the accuracy of the official estimate of the amount of the cotton crop, but the chief deduction from the crisis is that it points in the most emphatic manner to the necessity for Great Britain developing to the utmost the cotton growing resources of the Empire.

It is pointed out that these resource have been neglected for years in the belief that an ample supply could always be procured from the United States and that it must, in any case, be ten years before any possible efforts will produce an impression on the American monopoly.

The obvious remedy, from the British point of view, is to develop the cotton growing area in the empire, and it is urged that the opportunities for the cultivation of the plant in India, the Soudan, Egypt East Africa and West Africa be fostered to

Mr. Macara, president of the Master Spinners' Federation, in an interview at Manchester, expressed more optimistic views than many others interested in the cotton trade. He points out that the stoppage of spindles in Manchester this year sens the demands for the new crop by probably half a million bales.

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Moreover there is every expectation that the present crop will be of very good quality, while the crop of 1902 was notoriously bad. This means less waste, as it is hoped that the new crop will be from 3 to 5 per cent better in spinning quality.

There is apparently no dearth of goods, and the consuming markets are not showing much anxiety to buy. Many orders have been cancelled recently, although

they are given below market prices.
So, despite the pessimistic report of the American Department of Agriculture, there is a possibility that the supply may suffice.
Mr. Macara urges, as he has done in the past, that Lancashire ought not to be dependent upon private or official American estimates of the crop, but should have its OWN intelligence department. own intelligence department.

War in Glucose Expected.

Cose 28 cents a hundred pounds. In Wall Street this cut in prices was construed as the first move in an active war by the companying its new competitors.

II. II. Miller, general manager of the Vandalia lines of the Pennsylvania system has been appointed general manager of the Rock Island, to take effect on Dec. 15.

Mr. Willer has been with the Vandalia eight year.

GOSSIP OF WALL STREET.

Many brokers, traders and commission

which had stubbornly refused unti yesterday to believe in the market were nable longer to withstand the pressure and began to bull stocks at the advanced prices. Brokers were influenced in their view, perhaps, by an appreciable increase of outside buying interest, the backwardness of which has hitherto been pointed to by scaptical critics as proof of the artificial character of the market. Its development yesterday was rather irregular, some brokers reporting a very pronounced change of attitude on the part of clients, and others only a moderate increase of general interest; but it was thought by persons who sought information on the subject that the legitimate commission house buying yesterday would account for the absorption of a good many stocks. A rising market is irre-sistible to a certain class of unprofessional traders, and brokers may discourage the buying of stocks on bulges in vain. It was said last night by brokers generally that a further advance of 5 per cent. would probably double the outside business.

Stop loss orders on thousands of shares o hort stock were sent in yesterday afternoon at from 1 to 3 per cent. over the market. There is believed still to be a large short interest in the active stocks.

One of the leaders of the uptown contin gent announced at the Waldorf on Thursday evening that developments in the first hour of yesterday's session would open the eyes of the bear crowd. He predicted, among other things, that the trading would be extremely active. During the first hour yesterday the market had a volume of more than 300,000 The volume for the day was considerably in excess of a million shares, or the greatest for the rise so far. Until Thursday the market had been advancing on a daily volume of between 400,000 and 600,000 shares. On Thursday it had a volume of more than 900,000 shares, but prices closed at substantial net gains. A manipulative movement culwithout any further advance of values, exday's volume, therefore, did not mark the culmination of the movement, according to theory, because further advances were made with the increased activity. The market had still a greater volume yesterday, and St. Paul, Missouri Pacific and Pennsylvania closed at net gains of only 1/4 per cent. each, Baltimore and Ohio, Southern Pacific and Union Pacific closed unchanged from Thursday's final prices, and Reading, Atchison and These stocks had all figured prominently in the advance, and all were very active yester-day. Brooklyn Rapid Transit, the specialty on which a good deal of bull energy con-verged, closed at a net gain of 3 per cent. and Steel preferred, in which Thursday's performance in Pennsylvania has been dupli-

There is talk of a scrip dividend on Sugar at the end of the year. The stock reflected further profit taking yesterday, but closed unchanged from Thursday's final price, selling ex dividend.

cated, closed at a net gain of 2 per cent.

Steel preferred was to yesterday's market what Pennsylvania was to Thursday's market. The short interest in these two stocks was undoubtedly larger than that existing in any other five. The urgent character of the buying in Steel preferred yesterday fore-noon was suggestive of short covering on a large scale. The largest speculative in-terest in the stock is said to be that of a gentleman formerly identified with the corporation. Houses supposed to be executing his orders bought and sold yesterday in large amounts. They were said after the to have sold heavily on balance. Harris, Gates & Co. operated heavily on both sides of the stock, first buying and then selling. It was a question what they did on balance. They were reported from the floor as sellers

market on Thursday by private negotiation.

Professional operators who covered up their short stocks more than a week ago began on Thursday to put them out again. They continued their selling all day yester-day. It was most conspicuous, perhaps, in Pennsylvania. The Weil crowd was re-ported to be putting out stocks. Frank Savin was a large seller of Pennsylvania.

Some of the most urgent buying seen yesterday forenoon came from Western sources and was supposed to be for short account and some of the heaviest selling later in the day appeared to come from the same quarters. The large commissions were distributed in so confusing a manner that the identity of the houses that executed them possessed no significance whatever. There was extensive realizing, brokers said, throughout the list and considerable selling of long stock the list and considerable selling of long stock by important houses, but they were unable to point it out in the confusion. They simply got that impression of certain selling. Sev-eral prominent banking houses were mentioned both as sellers and buyers of stocks.

After a week of active bullish speculation the ease of call money yesterday occasioned good deal of comment. The elimination of a large short interest this week must have created a fresh demand for money on the part of houses that have received back the stocks they had been lending to operators for the decline, but in the call money market there has been no reflection of this. Late yesterday afternoon call money was offered as low as 2 per cent. That was not a legitimate quotation for money, but it was never-theless offered at that price. The money market has been a source of much mystifica-tion to brokers for several weeks. The increased supply of funds on call yesterday at lower rates than had prevailed earlier the week raised the question in the mind of brokers whether they had been paying too much for their money before or whether unexpected developments had suddenly eased

money market conditions. Between 1 and 2 o'clock yesterday it was reported that Pennsylvania would sell at 120 before the close on the strength of important developments which would be announced within twenty-four hours. Hints of a similar nature were given on Brooklyn Rapid Transit, which was to cross 50 before 3 o'clock and open up three points this morning. These predictions, appeared to be before. predictions appeared to be based upon a revival of the old story of Pennsylvania controlling Brooklyn Rapid Transit. In the late trading Brooklyn broke sharply on comparatively light selling, which was evidently of a profit taking nature. There is said to have developed a rather curious market situation in Brooklyn Rapid Transit. A small pool was formed in the stock a week or so ago in an office where a good many such pools have existed, and the information was that there would be a 5 point turn in it. The movement started, but had no sooner done so than it assumed proportions beyond the pool's calculations, and it is now asserted that other and larger interests took hold of that other and larger interests took not of the stock at about the same time for a cam-paign the nature of which has not yet been disclosed. It is said that the original pool was as much surprised as Wall Street was over the sensational advance of the stock.

The uptown contingent and the Tammany crowd are said to have had the long side of Brook lyn Rapid Transit. The uptown contingent sold stock in the late trading yesterday.

New General Manager of the Rock Island, H. I. Miller, general manager of the

B. R. T. MAKES A QUICK JUMP.

STORY THAT INTERBOROUGH WANTS IT HELPS THE RISE.

August Belmont Knows Nothing About That-F. R. Flower Says an Offer Was Made by Somebody for the Flower Holdings-Stock Up 3 14 Points.

Brooklyn Rapid Transit stock made a sensational advance of 5% points on the Stock Exchange yesterday, touching 49%, though there was a reaction at the close to 47%. A story was circulated that interests connected with the Interborough Rapid Transit Company, which controls the subway and the Manhattan Elevated Railroad systems, had made a bid considerably above the market for the two largest holdings of B. R. T. stock. The lots bid for so the tale ran, were "125,000 shares pooled with E. H. Harriman by A. R. Flower, H. H. Porter, A. N. Brady and others and 60,000 shares controlled by the Whitney-Ryan party." This was generally looked upon as put out to help along the advance, which was thought to be a manipulative drive against a heavy short interest which has existed in the stock for some time.

has existed in the stock for some time.

"I know nothing whatever about it."
was August Belmont's comment when the
story was brought to his attention.
At the office of Flower & Co. Frederick
S. Flower said: "All there is to it, so far as
I know, is that an obscure broker came to
our office some time ago and made a bid
for the Brooklyn Rapid Transit stock we
represent, but our interests did not care to
sell, and that ended it. The broker did not
give up the name of his principals, but
proved to us that he had wealth behind
him."

Asked what the broker's bid was, Mr. Flower replied: "It was above the present market figures."

OIL SEEDS PRESSING CO. BROKE. Dealt in Vegetable Oils-Liabilities \$165,-

000-Nominal Assets Large. The Oil Seeds Pressing Company, manufacturers of vegetable oils at 15 Whitehall street, this city, with a factory at 74 to 80 Irving street, Brooklyn, is unable to meet its obligations. Justice Fitzgerald of the Supreme Court appointed Edward D. Farrell yesterday temporary receiver of the assets, on the application of Mansfield B. Snevily, Henry M. Pierson and C. E. Hubbard, directors, in proceedings for the volun-tary dissolution of the corporation. Edward B. La Fetra was appointed referee and an order to show cause was set down for

Mr. Snevily is the president of the company, which was incorporated in 1888 with a capital stock of \$50,000. The direct liabilities are \$120,237 and the contingent \$45,267 on notes held by banks on which the company is endorser. The nominal assets are \$180,508, consisting of accounts, \$38,466, merchandise, \$32,642, factory real estate in Brooklyn, \$36,500, mortgaged for \$23,500, machinery at plant, \$30,000, office furniture, \$500, cash, \$600, and stocks of other corporations, par

value \$21,800.

Among the creditors are many banks.
Francis A. Pierson, \$17,018, and several
foreign firms. Besides manufacturing
various oils such as coccanut oil and castor
oil, the company imported oils from Europe.

LONG AND SHORT HAUL.

Interstate Commission Decides Against the Louisville and Nashville.

WASHINGTON, Dec. 4.- The Interstate Commerce Commission to-day, in deciding 20,000 the next. Many stop loss orders were caught on the advance. A good deal of the fresh short selling occurred on the higher level, the inference being that some of the larger operators who had covered were going short again. Pittsburg is more bullish on the stock than for a long time past, and is reported to predict 80 for it. In various quarters good buying was reported again yesterday. Houses of the character of H. L. Horton & Co., Edward Sweet & Co., and Ladenburg, Thalmann & Co. have been taking stock this week. H. L. Horton & Co. were prominent buyers.

One Western house whose buying attracted a good deal of attention yesterday had tried to borrow 15,000 shares after the close of the market on Thursday by private negotiation.

Nashville Railroad Company, involving the long and short haul principle, rules that the defendant's rates on lumber from points in Michigan to Louisville, compared with The commission holds that there is a substantial dissimilarity of circumstances and conditions between Nashville and Louisville and Louisville, but that the differential of two cents heretofore fixed by the railroad is reported with The commission holds that there is a substantial dissimilarity of circumstances and conditions between Nashville and Louisville, but that the differential of two cents heretofore fixed by the railroad is to 15 points above Thursday's closing figures. The official statement of the world's visible supply of coffee on Dec. I showed a total of 13,883,109 bags, a decrease of 80,022 bags compared with Nov. 1. This helped along the advance. The sales of the defendant's rates on lumber from points in Michigan to Louisville, compared with The commission holds that there is a substantial dissimilarity of circumstances of 15 to 15 points above Thursday's closing figures. The official statement of the world's visible supply of coffee on 80,022 bags compared with Nov. 1. This helped along the advance. The sales of 80,022 bags compared with Nov. 1, 250,000 bags. Franz Lewisohn and to the market on he case of Marten vs. the Louisville and in and of themselves, within the contem-plation of this act, which are made re-gardless of proportion."

> COMPRESSED AIR CASE. Judge Lacombe Denies Receiver, but Will

Permit Foreclosure Suit. Judge Lacombe in the United States Circuit Court yesterday denied the application of the minority stockholders of the Compressed Air Company for a receiver. The Rome Locomotive and Machine Works, the only asset of the air company, so it came out in the argument, is solvent and

making money.

The Morton Trust Company, trustee for the Compressed Air Company's first mortgage bonds, upon which two semi-annual interest coupons have been defaulted, got a modification of the restraining injunction, trustable it if the during to him foreo enable it, if it so desires, to bring fore-

LAST STEEL BONDS SOLD? Report That a Block of \$2,500,000 Have

Been Bought by Four Banks. Wall Street heard yesterday that a syndicate composed of four banking houses. headed by H. B. Hollins & Co., had purchased \$2,500,000 of 5 per cent. sinking fund bonds of the United States Steel Corporation from the stock conversion syndicate. On Nov. 19, when a statement of the status of the syndicate at that date was produced, the bonds then remaining to be issued for preferred stock were given to be issued for preferred stock were given as \$3,611,500. Since then some of the bonds have been sold, and the \$2,500,000 represent the remainder.

MONEY AND EXCHANGE.

Money on call, 566% per cent.; last loan, 6 per cent.; ruling price, 6% per cent. Time money quoted at 6 per cent. for sixty days, 6 per cent. for minety days, 5% per cent. for four months, 5% per cent. for five and six months, 5% per cent. for seven and eight months. Commercial paper is quoted at 6 per cent. for prime single names and bills receivable; other names, 6% at 7 per cent.

There was another sharp break in foreign exchange to-day. Sight sterling fell more than % of a cent, and shortly before the close of business transactions in it occurred well below \$4.83, so that the rates for sterling are practically down to the low point reached by them a month ago. There was no particular rush of commercial bills, but bankers' bills were present in good quantity, while inquiry for remittance was light. Posted rates were quoted at \$4.81 for long bills and \$4.84% for short. Actual rates: Long bills, \$4.70% a\$4.70%; sight drafts, \$4.826a4.83, and cable transfers, \$4.834a34.835. Francs were quoted at 5.23% less 1-16 for long and \$5.21% for short. Reichsmarks were quoted at 3.33% for long and 94.7-16 for short. Guilders were quoted at 39 13-16 for long and 40 for short.

Domestic exchange on New York: Boston 5c. premium. Charleston—Banks, buying,

short.

Domestic exchange on New York: Boston for premium. Charleston—Banks, buying, par. Chicago—Par. Cincinnati—20c. premium. New Orleans—Commercial, \$1.25 discount. Pittsburg—25c. premium. St. Paul—Selling, 50c. premium. Minneapolis—Par. Montreal—Sight 46½c. premium. Louisville—25c. premium. San Francisco—50c. premium. St. Louis—15c. discount.

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AND ENJOY BALMY AIRS. room reservations at Pler 26, North River, N.Y. Telephone 1580

OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouth Pinner's Point and Newport News, Va.. connecting for Petersburg, Richmond, Virginia Beach, Wash ington, D. C. and entire South and West Freight and passenger steamers sail from Pie-26, N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager

AMERICAN LINE. NEW YORK—SOUTHAMPTON—LONDON. la ..Dec. 5, 9:30 AM New York, Dec. 19,10:30 Louis, Dec. 12, 9:30 AM St. Paul, Dec. 26, 9.30

After January 1st, 1904, American Line steamer rom New York for Southampton will call at Plynor London and Paris. RED STAR LINE.

NEW YORK—ANTWERP—PARIS. Finland, Dec. 5, 10:30 AM Kr'nl'd, Dec. 19, 10:30 AM Vaderl'd, Dec. 12, 10:300AM Zeeland, Dec. 26, 10:30 AM Plers 14 and 15 N. R. Office, 73 Broadway, N. Y. CRUDE OIL PRICES SOARING.

Highest in 25 Years, With One Exception,

for Petroleum in Storage. Oldtimers in Wall Street who used to trade in petroleum were interested yesterday in advices from Oil City, Pa., that a bid of \$2 a barrel for 10,000 barrels of crude oil, represented by National Transit certificates, had been made on the floor of the Exchange there on Thursday, and that a sale of 5,000 barrels was made at \$1.95 a barrel. Except in 1895, when oil certificates sold as high as \$2.65 a barrel, the sale represents the highest quotations for petroleum in twenty-five years, or since the Bradford Oil field was opened. The National Transit Company is one of the National Transit Company is one of the subsidiary companies of the Standard Oil Company. The advance in its certificates, which represent petroleum in store, reflects the pipe line reports for November, which show a steady increase in new wells, but a decrease in production, with a heavy draft on the reserve stocks, especially of Pennsylvania oil.

LIVELY IN THE COFFEE MARKET. Prices Up From 5 to 15 Points, Short Supply Report Helping.

Coffee prices again moved upward on

But the St. Louis Terminal Association Has Postponed Action.

The presidents of the railroads in the St. Louis Terminal Association, who met here on Thursday to discuss plans for financing terminal improvements incident to the coming exposition, met again yesterday. Plans were agreed on which will be submitted to the board of directors.

It had been understood that at this meet It had been understood that at this meeting the question of buying the St. Clair, Madison and St. Louis Belt Railroad, which owns the Alton bridge, would be taken up, but a number of the roads in the association, influenced by the adverse action of the Government in the case of the purchase of the Merchants bridge, had already expressed their unwillingness to go into the deal. No action was taken on the matter. Several of the roads including the Wabash, Frisco, Alton and Burlington, will buy the bridge, and it is understood that other roads may be induced to go in with them later, in case the Merchants' bridge matter is decided in favor of the association.

John F. Gardin for the National City Bank John F. Gardin, manager of the foreign exchange department of the First National Bank of Chicago, will succeed Carl Janssen on Jan. 1 as the manager of the foreign department of the National City Bank. He is well known, and has handled many important exchange operations for the First National Bank of Chicago, which for some time has had friendly business relations with the National City Bank. He has been connected with the Chicago bank for twenty-three years. three years.

More Gold Coming From Japan. The engagement of an additional \$125,000 in gold for import from Japan was announced yesterday by the International Banking Corporation. This shipment, which will be received at San Francisco, is ex-pected ultimately to reach this city. The National City Bank also announced an ad-National gold engagement yesterday—\$270,000 to be imported from London. The foreign exchange market was weak yesterday, with demand exchange selling well under \$4.83 for the pound.

FINANCIAL NOTES.

Estimates made in Wall Street yesterday of the known movements of money during the week agreed that the banks would probably show in their statement to-day a loss of cash holdings, although none of these computations exceeded the million dollar mark. The principal estimates were \$285,200, \$765,000 and \$817,200;

The Foreign Trade Association, formed the other day, instructed their general counsel, Thomas W. Churchill, and Secretary W. E. Simpson, yesterday, to appear before the Interstate Commerce Commission on Dec. 17, when the commission is to hear representatives of export and import shippers and railway men on the promulgation of the export and import fright tariffs now enforced by the railways. The association contends that the special export rate on iron and steel to the exclusion of other manufactured products is unjust.

The Père Marquette Railroad has made

count.

Money in London 2½@3 per cent. Rate of discount in open market for short and three months bfffs, 2½@4 per cent. Consols for money closed at 88½, and for the account at 89½. Paris advices quote 3 per cents at 88 francs 42 centimes. The private rate of discount is 2½ per cent. Exchange on London 25 francs 19 centimes. Berlin advices quote exchange on London 20 marks 46 pfennigs. The private rate of discount is 3½ per cent.

New York Clearing House statement: Exchanges, \$202,834,131; balance, \$320,250.

Commercial price of bar silver in New York, 55½C. Bar silver in London closed at 42½C.

Commercial price of bar silver in New York, 55½C. Bar silver in London closed at 42½C.

Pennsylvania RAILROAD.

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORT-LANDT STREETS. LANDT STREETS.

The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted, 7.55 A. M. FAST MAIL.—Parlor, Steeping and Dinling Cars. For Chicago, Indianapolis and Louisville. Ing Cars For Chicago, Indianapolis and Louisville.

9:35 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.

10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Duling, Smoking, and Observation Compartment Cars. For Chicago. Cieveland, Toledo and Detroit.

13:5 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

4:55 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking, and Observation Cars. For Ciucago Toledo and Cleveland. Dining Car.

5:55 P. M. ST. LOUIS EXPRESS.—For. Pittsburg, Cincinnati, Indianapolis, Chicanapolis, Chicanapolis, Chicanapolis, Louisville, St. Louis. Dining Car. For Gary, W. Va. (via Shenandoah Valley Rouici.) Valley Route). 5:55 P. M. WESTERN EXPRESS.—For Chicago.

5:55 P. M. WENTERN EXPRISS.—For Chicago. For Toledo, except saturday. Dining Car. 7:55 P. M. PACIFIC EXPRESS.—For Pittsburg, Toledo, and Chicago. For Knoxville, daily, via Shenandoah Volley Route. Connects for Cleveland except Saturday.
8:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg. Cleveland Cincinnati. PRESS.—For Pittsburg, Cleveland, Cincinnati EA-PRESS.—For Pittsburg, Cleveland, Cincinnati, Indianapolis, and St. Louis, 9:85 P. M. PITTSBURG SPECIAL.—Daily for Pittsburg, Duning Car. WASHINGTON AND THE SOUTH. WASHINGTON AND THE SOUTH.

7:55, 8:25, *9.25, *10.10 (Desbrosses and Cortlandt Streets, 10:20), *10:35 a m. *12:35, 2:10 (Desbrosses and Cortlandt Streets, 2:20), (3:25 *Congressional Limited, *all Parior and Dining Cars).

8:25, *4:25, *4:35 (Desbrosses and Cortlandt Streets, 5:10), 9:25 p m., 12:10 night Sunday 8:25, *9:25, *10:55 a. m., *12:35 (3:25 **Congressional Limited, *all Parior and Dining Cars). *3:25, *4:25, *4:55 (Desbrosses and Cortlandt Streets, 5:15) 9:25 p. m., 12:10 night.

p. m., 12:10 night. OUTHERN RAILWAY.—Express 3:25, 4:25 p. m., SOUTHERN RAILWAY.—Express 3.25, 4.25 p. m., 12:10 night daily.

ATLANTIC COAST LINE —Express, 9.25 a. m. and 9.25 p. m. daily.

SEABOARD AIR LINE RAILWAY.—Express, 12:35 p. m. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.

CHESAPEARE & OHIO RAILWAY.—7:35 a. m. weekdays and 4:35 p. m. daily.

FOR OLD FOINT COMFORT and NORFOLK.—7:56 a. m. week-days and 8:25 p. m. daily.

ATLANTIC CITY.—9:35 a. m. and 2:35 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuled Trains. Buffer Parlor Cars and Standard Coaches on week-days. Parlor Sinoking Car. Parlor Cars, Dining Car and Standard Coaches on Sundays.

Parlor Cars, Dining Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 n. m. week-days.

For points on New York and Long Branch Railroad (from West Twenty-third Street Station), 8:56 a. m. 12:25, 3:23, 4:55 n. m., and 12:20 night week-days. Sundays, 12:16, 0:25 a. m. and 4:55 p. m., 17:30, 3:40, 5:10 p. m., and 12:15 night week-days. Sundays, 12:15, 9:46 a. m. 5:00 P. M.

FOR PHILADELPHIA.

Sundays, 12:15, 9:46 a. m. 5:00 P. M.

FOR PHILADELPHIA.

6:05, 7:25, *7:55, 8:25, 8:25, 9:25 (9:55 St. Louis Limited), *10:10 (Desbrosses and Cortiandt Streets, 10:20) *10:25 (Penna. Limited), *10:35, 11:55 a. m.
*12:55, *1:55, 2:10 (Desbrosses and Cortiandt Streets, 2:20), 2:25, 9:25, 3:25, 3:25, 4:25, 4:25, 4:25 (4:55 Chicago Limited for North Philadelphia only) p. m., 12:10 night week-days, Sundays, 6:05, *7:56, 8:25, 9:25 (9:55 St. Louis Limited), *10:55 a. m., *12:55, *1:55, *3:25, 3:35 *4:25 *4:35 Chicago Limited for North Philadelphia only) p. m., 12:10 night week-days, Sundays, 6:05, *7:56, 8:25, *9:25 (9:55 St. Louis Limited), *10:55 a. m., *12:55, *1:55, *3:25, \$:355 *4:25 *4:35 Chicago Limited for North Philadelphia only), *4:53, *5:55, 7:55, 8:26, 9:23 (9:55 for North Philadelphia only) p. m., 12:10 night.
*Dining Car.
*Ticket offices, Nos. 461, 1354, 113 and 261 Broadway; 182 Fifta Avenue (Delow 23d St.); 263 Fifth Avenue (St.); 1 Astor House, and stations named above; Broaklyn, 4 Court Street, 800 Fulton Street, 300 Broadway, and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.
*Telphone *914 Eighteenth Street* for Pennsylvania Railwad Cab Service
*W. W. ATTERBURY, J. R. WOOD, General Manager. Pass'r Traffic Manager.
*GEO. W. BOYD
General Passenger Agent

OCEAN STEAMERS.

Hamourg-American.

BI-Weekly Twin Screw Service.
FOR PLYMOUTH, CHERBOURG, HAMBURG.
Pretoria. Dec. 5, 4 PM | Waldersec. Dec. 19, 6 AM
'Moltke... Dec. 10, 10 AM | Belgravia... Dec. 20, 9 AM
'Has grill room and gymnasium on board. Mediterranean Service New York - Naples - Genoa By superb New Twin Sere w Steamers. Cabin, \$50, \$60, \$75, \$99, Upward. According to Steamer.

S. S. Deutschland to Italy. LESS THAN EIGHT DAYS TO NAPLES During Jan., Feb., March.

Cruises to the Orient

to the West Indies 25-74 Days. Cost, \$150 and \$450 up. Around the World By the PRINZESSIN VICTORIA LUISE. HAMBURG-AMERICAN LINE, Offices, 85 & 37 Broadway. Piers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO.

FAST EXPRESS SERVICE.

PLYMOUTH—CHERBOURG—BREMEN.

K. Wm. 11. Dec. 151 PM Kalser...Feb. 9, 10 AM

Kronprinz.. Jan. 5, 7 AM Kronprinz. Mar. 1, 6 AM

K. Wm. 11. Jan. 26, 7 AM Kalser... Mar. 5, 10 AM

OELRICHS & CO., 5 BROADWAY, N. Y.

DO YOU KNOW That at Cook's Offices

261 Broadway, Corner Warren St., N. Y., 1185 Broadway, Corner 28th St., N. Y., 649 Madison Ave., Corner 60th St., N. Y. on every working day of the year, you can obtain tickets for the Trunk Lines, every class of ticket, and every kind of Pullman accommodation, always at lowest standard rates. When your fancy leads you to "cross the briny" in any direction, you can get there tickets anywhere and everywhere, for every kind of steamship, and the choicest berths. For the fellow "Golng It Alone" COOK offers a combination of tickets and service, through hundreds of offices, agencies, and interpreters, extremely valuable and convenient, all yours for the asking. No matter where you hay wish to go, we are ready, and a call or postal will put you in possession of all information.

THOS. COOK & SON.

CUNARD LINE MEDITERRANEAN SERVICE

S. S. Aurania.
FROM NEW YORK, DEC. 8, AT 10. A. M.
For Naples, Palermo, and the Adriatic.
Calling at Gibraitar and Algiers.
To be followed by
AURANIA, Jan. 28. CARPATHIA, Jan. 12.
Cabin 300 and upward. Spiendid accommodation.
Apply for particulars; interesting itinerary.
VERNON H. BROWN & CO., 29 Broadway, N. Y.

CUNARD LINE. TO LIVERPOOL via Queenstown Etruria. Dec. 5, 6 A M Lucania. Dec. 26, 10 A M Campania. Dec. 12, 11 AM Etruria. Jan. 2, 2 P M Umbria. Dec. 19, 6 A M Ivernia. Jan. 9, 10 A M From Piers 51 - 52 North River. VERNON H. BROWN & CO., Agts., 29 B'way.

WHITE STAR LINE, NEW SERVICES FAST TWIN-SCREW Steamers of 11,400 to 15,000 tons BOSTON DIRECT TO THE MEDITERRANEAN AZORES
GIBRALTAR.
GIBRALTAR.
MARSEILLES.
Republic (New)
Jan. 2, Feb. 12, Mar. 16
Canopic.
Jan. 45, Feb. 27, Apl. 9
Canopic.
Jan. 40, Mar. 12
Canopic.
LIVERPOOL
LIVERPOOL
Cretic.
Dec. 10—Cymric.
Dec. 25
Apply to 9-11 or 73 Broadway, N. Y.

WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOO Arabic ... Dec. 9, 9 A. M. Teutonic .. Dec. 23, Oceanic ... Dec. 16, 4 P.M. Cedric ... Dec. 30, Pler 48 North River. Office. 9 Broadway. New

JAPAN-CHINA Hawaii and Philippine Islands. PACIFIC MAIL S. S. CO. OCCIDENTAL AND ORIENTAL S. S. CO. TOYO KISEN KAISHA.

Atlantic Transport Line.

Only first-class passengers carried.
FOR RATES, ETC. APPLY AT 1 BROADWAY. OCEAN ROUTE to FLORIDA and the SOUTH. RAILBOADS

NEW YORK & HUDSON RIVER R. R.

Via Niagara Falls.
Trains arrive at and depart from Grand Central tation, 42d Street, New York, as below: Station, 42d Street, New York, as below:
North and westbound trains, except those leaving at 8:30, 11:30 A. M., 2:45, 3:30, 9:15, 11:30 P. M.
will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12.10
A. M.—TMIDNIGHT EXPRESS.—Due A.—bany 5:55 A. M., Trop 6:40 A. M.
7.54
A. M.—SYRACUSE LOCAL.—Stops at all important stations. This should have the control of the

P.M.—*ADIRONDACK AND MORENTO EXPRESS.
P. M.—*BUFFALO AND TORONTO SPECIAL.
P. M.—*SPECIAL MAIL LIMITED.—
Sleeping car only for Rochester.
P. M.—*SOUTHWESTERN SPECIAL. 9.20

9.30 P M - SOUTHWESTERN SPECIAL

9.30 P. M - PACIFIC EXPRESS.—Chicago 31 hours by M. C., 33 hours by L. S. P. M.—CHICAGO THEATRE TRAIN.—Watertown, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis.

*Dally. (Except Sunday, Except Monday.

HARLEM DIVISION.

9:06 A. M. and 3:35 P. M. dally except Sunday, to Pitisfield and North Adams; Sundays at 9:20 A. M. Pullman ears on all through trains.

Trains illuminated with Pintsch light.

Ticket offices at 167, 261, 415 and 1216 Broadway, 25 Union Squ. W., 275 Columbus av., 275 West 125th st., Grand Central and 125th st. stations, New York.

838 and 7:06 Fulton st. and 106 Broadway, Brooklyn.

Telephone "900 88th Street" for New York. Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

NEW YORK CENTRAL ROUTE

NEW YORK CENTRAL ROUTE

NEW YORK AND BOSTON. Via Springfield and the

HOSTON AND ALBANY RAILROAD.

Trains leave 19.02 A. M., 112.00 noon, *4:00 P. M.,

*11:00 P. M.

Tickets at New York Central Ticket offices, 167
415 and 1216 Broadway, and at Grand Central Station.

A. H. SMITH, GEORGE H. DANIELS,

Gen'l Manager. Gen'l Pass'r Agent

WEST SHORE R. R. (New York Central & Hudson River R. R. lessee.)
Trains leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R. 47:00 A.M.—For Intermediate points to Albany.
11:20 A.M.—(I) Hudson and Mohawk Express.
1:30 P.M.—Chicago Express.
1:225 P.M.—Cont. Lim., for Detroit, Chi. & St. Louis.
13:45 P.M.—(2) For Hudson River points and Albany 46:00 P.M.—For Roch., Buffalo, Clev'd & Chicago.
18:00 P.M.—For Roch., Buffalo, Detroit & St. Louis.
19:15 P.M.—For Syra., Roch., Niar, Falis, Det. & Chi.
1-Dally. IDaily except Sunday. Leave Brook.
19:14 P.M.—(1) at 11:25 P. M. Time tables at principal hotels and others. Baggage checked from hotel or residence by Westcott Express.
A. H. SMITH,
Gen'l Manager.

Gen'l Manager.

Gen'l Manager.

Gen'l Manager.

Gen'l Pass'r Agent.

READING SYSTEM NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (Time from outh Ferry five minutes earlier than shown below.) South Ferry five minutes earlier than shown below.)

EASTON, BETHLEHEM, ALLENTOWN AND
MAUOR CHUNK—24:00 (7:45 Easton only),
9:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M.
Sim, E4:25 A. M., 1:00, 5:30 P. M.
WILKESBARRE AND SCRANTON—24:00, 9:10
A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M.
LAKEWOOD, LAKEHURST, TOMS RIVER,
AND BARREGAT—24:00, 9:40 A. M., 1:30
(3:40 Lakewood and Lakehurst only), 4:10, 85:00
P. M. 6:06 F. M. Saturdaysi, Sundays, 9:40 A. M.
ATLANTIC CITY—9:40 A. M., 13:40 P. M.
VINELAND AND BRIDGETON—12:400 A, M.,
(1:30 P. M.) VINELAND AND BRIDGETON—124:00 A, M., (1:30 P. M.)
(1:30 BRANCH. ASBURY PARK. OCEAN
GROVE. POINT PILEASANT AND SEASHORE POINTS—24:00, 8:30, 11:30 A. M., 21:20,
4:45, 5:30, 6:30, 11:30 P. M. Sundage, except
Ocean Grove. 9:00 A. M., 4:00, 8:30 P. M.
PHILADELPHIA—(READING TERMINAL),
4:25, 7:300, 18:00, 9:900, 110:00, 11:300 A. M., 112:00,
19:00, 10:30 P. M., 12:15 mdt.
24TH AND CHESTNUT STREETS—[4:25, 18:30,
10:30, 11:45 A. M., 1:00, 1*3:40, *5:00, *7:00, *19:26
P. M., 12:15 mdt.
READING. HARRISBURG. POTTSVILLE
AND WILLIAMSPORT—[4:00, 24:25, 18:00, ||19:10,
10:00, 11:30 A. M., Reading only, ||19:100, ||1:20,
12:00 P. M., Reading, Pottsville and Hrisb'g only,
14:00, 15:00 P. M.
2From Liberty Street only, *Daily, *Daily,
except Sunday, *Sunday only, *Parlor cars
only, *glya Tamaqua, *XSaturdays, *Except Saturdays.

Officers: Liberty St. Ferry, South Ferry, 6 Astor

only: ||Vla Tamaqua. xsaturdays. alleget saturdays. Offices: Liberty St. Ferry, South Ferry, 6 Astor House, 187, 261, 434, 1300, 1354 Broadway, 182 5th Av., 25 Union Square West, 153 East 125th St., 273 West 125th St., 245 Columbus Av., New York; 4 Court St., 344, 960 Fulton St., Biklyn; 390 Bwgy, Wimsburg, N. Y. Transfer Co. calls for and checks baggage to destination.

W. G. BESLER, C. M. BURT, Vice-Pres, and Gen. Mgr. Gen. Pass'r Agt.

ROYAL BLUE LINE. PHIA AND READING RV. and BALTI-MORE AND OHIO R. R.

PHIA AND READING RW, and BALTIMORE AND OHIO R. R.
Leave South Ferry. Liberty St. Ferry.

Balto.-Washington. 18:25 AM 10:20 AM Buffet
Balto.-Washington. 10:25 AM 10:20 AM Diner
Balto.-Washington. 10:25 AM 10:20 AM Diner
Balto.-Washington. 12:25 PM 10:00 PM Diner
Balto.-Washington. 12:35 PM 10:00 PM Diner
Balto.-Washington. 12:35 PM 10:00 PM Buffet
Balto.-Washington. 12:10 nt. 12:15 nt. Sleepers
Balto.-Washington. 12:10 nt. 12:15 nt. Sleepers
10:11 Phalty. except Sunday. 12:16 nt. Sleepers
10:11 Phalty. 10:10 nt. 12:15 nt. Sleepers
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10:12 Thalty. 10:10 nt. 12:15 nt. Sleepers
10:13 Phalty. 10:10 nt. 12:15 nt. Sleepers
10:10 Nt. 10:10 nt. 12:15 nt. 12:15 nt. Sleepers
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10:10 Nt. 10:10 nt. 12:15 nt. 12

Lv. New York City, South Ferry, Liberty St.
Chicago, Columbus, 12:55 pm.
Pittsburg, Cleveland 5:385 pm.
1:00 pm. Diner
Pittsburg, Limited 6:55 pm.
1:00 pm. Diner
Cincinnad. St. Louis 10:23 am.
Cincinnat. St. Louis 10:23 am.
Cincinnat. St. Louis 10:23 am.
Cincinnat. St. Louis 10:25 pm.
10:30 am. Diner
Cincinnat. St. Louis 10:25 pm.
10:30 am. Diner
Cincinnat. St. Louis 10:25 pm.
10:30 am. Diner
10

N. Y., N. H. & H. R. R. and connections
From Grand Central Station
Leave. By way of
[8:00 A.M., Hartford and Willimantic, 2:00 P.M.
9:02 A.M., Springfield and Worcester, 3:30 P.M.
10:00 A.M., Springfield and Providence, 3:00 P.M.
10:00 A.M., New London and Providence, 4:30 P.M.
12:00 M., Springfield and Worcester, 5:40 P.M.
12:00 P.M., Springfield and Worcester, 5:40 P.M.
12:00 P.M., Springfield and Providence, 7:00 P.M.
12:00 P.M., Springfield and Providence, 7:00 P.M.
12:00 P.M., New London and Providence, 7:00 P.M.
12:00 P.M., New London and Providence, 9:00 P.M.
12:00 P.M., New London and Providence, 9:00 P.M.
12:00 P.M., New London and Providence, 8:00 P.M.
12:00 P.M., New London and Providence, 6:37 A.M.
12:00 P.M., New London and Providence, 6:37 A.M.
12:00 P.M., New London and Providence, 6:37 A.M.
12:01 P.M., New London and Providence, 6:37 A.M.
12:02 A.M., New London and Providence, 6:37 A.M.
12:03 P.M., Springfield and Worcester, 6:35 A.M.
12:04 A.M., New London and Providence, 6:37 A.M.
12:05 P.M., Springfield and Worcester, 6:35 A.M.
12:06 P.M., Springfield and Worcester, 6:35 A.M.
12:07 A.M., New London and Providence, 6:37 A.M.
12:08 P.M., Springfield and Worcester, 6:35 A.M.
12:09 P.M., Springfield and Worcester, 6:35 A.M.
12:09 P.M., Springfield and Worcester, 6:35 A.M.
12:00 P.M., Springfield and Worcester, 6:35 A.M.
12:00 P.M., Springfield and Worcester, 6:35 A.M.
13:00 P.M., Springfield and Worcester, 6:36 A.M.
13:00 P.M., Springfield and Worcester, 6:36 A.M.
13:

LEHICH VALLEY.

Lackawanna Railroad. Lauve New York, foot Barclay and Christopher Sts.

18:00 A.M.—For Binghamton and Syracuse.

10:00 A.M.—For Burfalo, Chicago and St. Louis.

11:00 P.M.—For Burfalo and Chicago.

14:00 P.M.—For Scranton and Plymouth.

10:10 P.M.—For Burfalo and Chicago.

18:45 P.M.—Utica, Oswego, Ithaca, Burfalo.

2:00 A.M.—For Chicago—Sicepers open 9 P. M.

Tickets 167, 429, 1183 Broadway, N. Y. 233 Pulton at., Brooklyn *Daily. 1Except Sunday. HOTELS AND RESTAURANTS.

WHERE TODINE 3 Park Pl.

Alc., a la carte—'trin, Table d'hote, Cortland;
Cafe Martin Table d'hote Dinner, \$1.50. Music.
Cafe des Beaux-Arts 1-80 W, 46th \$1. Music est chants des Troubadours-Select and Exclusive Restaurant.

Hotel Wellington | 1th Ave., 55th & 56th \$1s.
Hotel Wellington | 1th Ave., 55th & 56th \$1s.
Hotel Wellington | 1th Ave., 55th & 56th \$1s.

Hotel Wellington | 1th Ave., 55th & 56th \$1s.

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Hotel Wellington | 1th Ave., 55th & 56th \$1s.

Hotel Wellington | 1th Ave., 55th & 56th \$1s.

Hotel Wellington | 1th Ave., 55th & 56 THE FOUR-TRACK TRUNK LINE.

Hotel Westminster & W. Eager. Irving Place "DINNER OF SOUTHERN SPECIALTIES." Tdh. \$1.00. Lunch 50c. Theatre Supper 75c. "Southern dishes in true Southern style." Music-Sunday, Monday, Wednesday and Friday.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGL NEW ENGLAND.

FALL RIVER LINE, via Newport and Fall River.
Leave Pier 19. N. R., foot of Warren St., week days
only at 5:00 P. M. Steamers PRISCILLA and
PURITAN. Orhestra on each.
NORWICH LINE, via New London. Leave Pier
40. N. R., foot of Clarkson St., week days only at
5:30 P. M. Steamers CITY OF LOWELL and
CHESTER W. CHAPIN.
NEW HAVEN LINE for New Haven, Hartford,
Springfield and the North. Leave Pier 40, N. R.,
foot of Clarkson St., week days only at 4:00 P. M.,
Steamer RICHARD PECK. NEW ENGLAND

JOY LINE PROVIDENCE, \$1.50, EVERY WEEK DAY BOSTON, OUTSIDE LINE, DIRECT. From Pier 35, East River. 'Phone 800 Orchard

POST OFFICE.

POST OFFICE NOTICE (Should be read DAILY by all interested, as (Should be read DAILY by an investigation of the changes may occur at any time)

Foreign mails for the week ending Dec. 5, 1903, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS-POST MAILS close one hour earlier than closing time shown below. Parcels-Post Mails for Germany close at 5 P. M. Monday, per steamship Kronprinz Wm., Wednesday, per steamship Neckar, Friday per steamship Pretoria

Regular and Supplementary mails close at For-eign Station half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon. close one hour later at Foreign Station.) TRANSATLANTIC MAILS.

TRANSATLANTIC MAILS.

SATURDAY—A12:30 A.M. for IRELAND, per steamship Etruria, via Queenstown (mail for other parts of Europe must be directed "per steamship Etruria"): at 8 A. M. for EUROPE, per steamship Philadelphia, via Southampton; a: 7:30 A. M. for ITALV direct, per steamship Prinz Adelbert (mail must be directed "per steamship Prinz Adelbert"): at 7:30 A.M. for SCOTLAND direct, per steamship Astoria (mail must be directed "per steamship Astoria (mail must be directed "per steamship Astoria"): at 8:30 A. M. for BELGIUM direct per steamship Finland (mail must be directed "per steamship Finland")

After the closing of the Supplementary Trans-atlantic Mails named above, additional Sup-plementary Mails are opened on the pieze of the American, English, French and German steamers, and remain open until within Ten Minutes of the hour of saiding of steamer MAILS FOR SOUTH AND CENTRAL AMERICA

MAILS FOR SOUTH AND CENTRAL AMERICA
WEST INDIES, ETC

SATURDAY—At 5 A M for BRAZIL per steamship Tennyson, via Pernambuco, Bahla, Rio
Janeiro and Santos (mail for Northern Brazil,
Argentine Uruguay and Paraguay must be
directed "per steamship Tennyson"; at 8:39
A M, Supplementary 9:30 A. M.) for CURACAO and VENEZUELA, per steamship Maracalbo) mail for Savanilla and Cartagena must
be directed "per steamship Maracabo"; at 9:90
A. M. for PORTO RICO, per steamship Ponec,
via San Juan; at 9:30 A. M. (supplementary
10:30 A. M.) for INAGUA and HAITL, per steamship Flandria via Port de Paix, Port au Prince,
Gonnives and Jaemel (mail for Port au
Prince, Petit Goave, Aux Cayes, Jacmel
must be directed "per steamship Flandria";
at 9:30 A. M. (supplementary 10:30 A M.)
for FORTUNE INLAND, JAMAICA, SAVANILLA, CARTAGENA and GREYTOWN,
per steamship Valencia (mail for Costa Rica
must be directed "per steamship Valencia";
at 10 A. M. for CUBA, per steamship
Mexico, via Havana; at 10 A. M. for HAITI, per
steamship Oranje Nassau (mail for Curacao,
Venezuela, Trinidad, British and Dutch Guiana
must be directed "per steamship Oranje Nassau"); at 10 A. M. for ARGENTINE, URUGUAY and PARAGUAY, per steamship Oranje Nassau"); at 10 A. M. for ARGENTINE, URUGUAY and PARAGUAY, per steamship Oranje Nassau"); at 10 A. M. for ARGENTINE, URUPrince; at 10:30 A M. for NEWFOUNDLAND,
per steamship Rosalind; at 12:30 P. M. for BERMUDA, MARTINIQUE, GUADELOUPE and
DUTCH GUIANA, per steamship Plemonte (mail
for Barbados, Trinidad, British and French
Guiana must be directed "per steamship Plemonte").

MAILS FORWARDED OVERLAND, ETC., EX-

MAILS FORWARDED OVERLAND, ETC., EXCEPT TRANSPACIFIC.

CUBA.—Via Fiorida, closes at this office daily,
except Thursday, at \$5.30 A. M. (the connecting mails close here on Wednesdays and Saturdays via Tampa, and on Mondays via Miami).

MENICO CITY.—Overland, unless specially addressed for despatch by steamer, closes at
unls office daily, except Sunday, at 1.30 P. M.
and 11.30 P. M. Sundays at 1 P. M. and 11.30
P. M. P. M.
NEWFOUNDLAND.—By rail to North Sydney, and thence by steamer, closes at this office daily at 6:30 P. M. (connecting mails close here every Monday, Wednesday and Saturday).

JAMAICA.—By rail to Boston, and thence by steamer, closes at this office daily at 6:30 P. M. every Tuesday. By rail to Philadelphia and thence by steamer, closes at this office at 11:30 P. M. every Wednesdey.

MIQUELON.—By rail to Boston, and thence by steamer, closes at this office daily at 6:30 P. M. BELIZE. PUERTO CORTEZ and QUATEMALA.—By rail to New Orleans, and thence by steamer, closes at this office daily at 6:30 P. M. and \$11:30 P. M., Sundays at \$1:30 P. M. and \$11:30 P. M., Connecting mail closes here Mondays at \$1:30 P. M., Connecting mail closes at \$1:30 P. M. and \$1:30 P. M. and \$1:30 P. M., Sundays at \$1:30 P. M., Sundays at \$1:30 P. M. and \$1:30 P. M., Connecting mail closes here Tuesdays at \$1:30 P. M., Connecting mail closes here Tuesdays at \$1:30 P. M., previous day. NEWFOUNDLAND.—By rail to North Sydney,

TRANSPACIFIC MAILS.

NEW ZEALAND, AOSTRALIA (except West), NEW CALEDONIA, FIJI, SAMOA and HAWAII, via San Francisco, close here daily at 630 P. M. up to Duc. \$5th, inclusive, for despatch per stramship Ventura. (If the Cunard steamer carrying the British mail for New Zealand does not arrive in time to connect with this despatch, extra mails—closing at 630 A. M. 9.30 A. M. and 630 P. M.; Sundays at 430 A. M. 9 A. M. and 639 P. M.—will be made up and forwarded until the arrival of the Cunard steamer.)

AUSTRALIA (excent West), FIJI ISLANDS and NEW CALEDONIA (specially addressed only), via Vancouver and Victoria, B. C., close here daily at 630 P. M. up to Dec. 14th, inclusive for despatch per steamship Moana.

CHINA and JAPAN, via Scattle, close here daily at 630 P. M. up to Dec. \$5th, inclusive, for despatch per steamship Myades.

HAWAII, JAPAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 630 P. M. up to Dec. \$1th, inclusive, for despatch per steamship China.

HAWAII, JAPAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 630 P. M. up to Dec. \$17th, inclusive, for despatch per steamship China.

HAWAII, via San Francisco, close here daily at 630 P. M. up to Dec. \$17th, inclusive, for despatch per steamship Doric.

CHINA and JAPAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 630 P. M. up to Dec. \$17th, inclusive, for despatch per steamship Doric.

CHINA and JAPAN, via Vancouver and Victoria, H. C., close here daily at 630 P. M. up to Dec. \$22d, inclusive, for despatch per steamship Doric.

CHINA and JAPAN, via Vancouver and Victoria, E., close here daily at 630 P. M. up to Dec. \$17th, inclusive, for despatch per steamship Empress of India. (Merchandise for U. S. Postal Agency at Shanghai cannot be forwarded via Canada.)

PHILIPPINE ISLANDS, via San Francisco, close here daily at 630 P. M. up to Dec. \$17th, inclusive, for despatch per steamship Empress of India. (Merchandise for U. S. Postal Agency at Shanghai cannot be forwarded via 630 P. M. up